The Weekly Louisianian.

"REPUBLICAN AT ALL TIMES, AND UNDER ALL CIRCUMSTANCES."

JOURNAL OF THE REPUBLICAN PARTY OF LOUISIANA.

VOLUME 3. NEW ORLEANS, LOUISIANA, SATURDAY, MARCH 14, 1874. NUMBER 9.

The Louisianian.

PUBLISHED EVERY SATURDAY.

OFFICE—13 DERBIGNY STREET, NEW ORLEANS LA.

HENRY A. CORBIN.....Publisher.

TERMS OF SUBSCRIPTION:

ONE YEAR	$2 00
SIX MONTHS	1 50
THREE MONTHS	75
SINGLE COPY	5

RATES OF ADVERTISING.

Squares	1 mo	2 mos	3 mos	6 mos	1 yr
One	$4	$7	$9	$12	$20
Two	7	9	12	20	35
Three	9	12	20	35	50
Four	15	25	35	50	70
Five	20	35	45	60	85
Six	24	42	50	70	100
1 Column	45	80	120	175	250

PROSPECTUS

OF THE

Louisianian.

THE LOUISIANIAN

was established to meet a necessity that has long, and sometimes, painfully been felt to exist.

It was proposed through this Journal to furnish to OUR PEOPLE the information — guidance — encouragement and counsel which they so much needed in the transition from their former unfortunate condition into the new and better estate of American citizenship.

In resuming its publication, we re-assure our readers and friends, that, holding this journal true to its original aims, we shall honestly labor to make it an efficient agent in furthering the interests of the colored people of the Nation, and elevating the race that it especially represents.

POLICY.

As our motto indicates, the LOUISIANIAN shall be *"Republican at all times and under all circumstances."* We shall advocate the security and enjoyment of broad civil liberty, the absolute equality of all men before the law, and an impartial distribution of honor and patronage to all who merit them.

Desirous of allaying animosities, of obliterating the memory of the bitter past, of promoting harmony and union among all classes and between all interests, we shall advocate the removal of all disabilities, foster kindness and forbearance, where malignity and resentment reigned, and seek for fairness and justice where wrong and oppression prevailed. Thus united in our aims and objects, we shall conserve our best interests, and elevate our noble State, to an enviable position among her sister States, by the development of her illimitable resources, and secure the full benefits of the mighty changes in the history and condition of the people and the country.

Believing that there can be no true liberty without the supremacy of law, we shall urge a strict and undiscriminating administration of justice.

TAXATION.

We shall support the doctrine of an equitable division of taxation among all classes, a faithful collection of the revenues, economy in the expenditures, conformably with the exigencies of the State or country and the discharge of every legitimate obligation.

EDUCATION.

We shall sustain the carrying out of the provisions of the act establishing our common school system, and urge as a paramount duty the education of our youth, as vitally connected with their own enlightenment, and the security and stability of a Republican Government.

FINAL.

By a generous, manly, independent, and judicious course, we shall strive to rescue our paper, from an ephemoral, and temporary existence, and establish it upon a basis, that if we cannot "command," we shall at all events "deserve" success.

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Military Department of the Gulf—Gen. W. H. Emory, Colonel 5th Cavalry, Commanding, Headquarters 249 Camp street.

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A. P. Field, of Orleans, Attorney General.
P. G. Deslonde, of Iberville, Sec. of State.
Antoine Dubuclet, of Iberville, Treasurer.
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R. K. Howell, of Orleans, Associate Justice.
P. H. Morgan, of Orleans, Associate Justice,
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W. J. Wyly, of Carroll, Associate Justice,

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Administrator of Finance — Louis Schneider, Room 2, City Hall.

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Administrator of Commerce—B. M. Turnbull, Room 14, City Hall.

Administrator of Assessments—H. F. Sturcken, Room 15, City Hall.

Administrator of Improvements—James Lewis, Room 16, City Hall.

City Attorney—Geo. S. Lacy, Room 21, City Hall.

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City Hall—On St. Charles street, fronting Lafayette Square.

Board of Health—Office, 159 Canal street.

Commissioners of City Park—Office 11 Carondelet.

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First—Office, Davidson Court; Michael Gernon, Judge.

Second — Office, Criminal Court Building, 2d floor; Eugene Staes, Judge.

Third—Office, 87 Elysian Fields, bet. Royal and Dauphine; Webster Long, Judge.

Fourth—Office, Rousseau street, near Jackson, W. W. McCullough, Recorder

First—188 Julia street, W. T. Houston, Justice.

Second—31 Commercial Place, corner St. Charles; W. L. Evans, Justice.

Third—23 Exchange Place; J. L. Laresche, Justice.

Fourth—7 Frenchmen street; John Cain, Justice.

Fifth—Villere, bet. Seguin and Bartholomew; S. W. Otts, Justice.

Sixth—231 St. Andrew street; John Daly, Justice.

Seventh—908 Magasine; Isaac W. Falls, Justice.

Eight Justice Court—August Saulet, Justice.

Sheriffalty of Parish and City of New Orleans—Office in Court House; Isaac W. Patton, Sheriff.

Recorder of Births, Deaths and Marriages—H. M. Dibble, 130 Canal street.

Notaries Public—H. Hero, Jr., 17 Commercial Place, Custodian of Notarial Records.

City Workhouse—James Smith, Warden; Perilliat street, opposite Locust.

Parish Prison—Orleans, bet. Liberty and Marais.

PUBLIC SCHOOLS.

Antoine—Magazine, cor. Valence.

Austerlitz—Boys and Girls; Austerlitz, bet. Magazine and Constance.

Barracks—Girls; Barracks, between Dauphine and Burgundy.

Bayou Bridge—Boys and Girls; Esplanade, corner Mystery.

Bayon Road—Girls; 299 Bayou Road

Beauregard—Girls; Union, corner St. Claude.

Berlin—West side Berlin, bet. Carondelet and Baronne.

Bienville—Boys; cor. Bienville and Robertson.

Broadway—Foucher, bet. Walnut and Chestnut.

Chalmette—Boys; cor. Port and Royal.

Chartres—Boys and Girls; cor. Chartres and Esplanade.

Claiborne—Boys; corner Claiborne and St. Peter.

Clio—Boys and Girls; Clio, bet. St. Charles and Prytanik.

Coliseum—Girls; Coliseum, bet Valence and Bordeaux.

Dauphine—Boys and Girls; cor. Dauphine ann Hancock.

Derbigny—Boys and Girls; Derbigny, bet. Customhouse and Bienville.

DeSoto—Girls; Mandeville, bet. Rampart and St. Claude.

Dryades—Boys and Girls; corner Dryades and Sixth streets.

Edmonia—Girls; 454 Common.

Elmira—Boys and Girls; Elmira, bet. Dauphine and Royal.

Fillmore—Boys; Aourbon, between St. Claude and Marais.

Fisk—Yoys; cor Franklin and Perdide.

Franklin—Girls; St. Charles, bet. Girod and Julia.

Fulton—Boys and Girls; corner Fulton and Josephine.

Gentilly—Boys and Girls; Gentilly Station, Elysian Fields.

Girls' High School—First, Fourth, and Sixth District, Chestnut, bet Jackson and Philip.

Girls' High School—Second, Third and Fifth Districts, Royal, corner Hospital.

Greenville—Boys and Girls; Market, bet. Chestnut and Walnut.

Hancock—Boys and Girls; North Peter, bet. Monroe and Hancock.

Hospital—Boys and Girls; 134 Hospital

Jackson—Boys; corner Magazine and Terpsichore.

Jackson—Girls; Magazine, bet. Terpsichore and Robin.

Jefferson—Boys; Dryades, bet. Erato and Thalia.

Jersey—Boys and Girls; Jersey, bet. Boadeaux and Valence.

Keller—Boys and Girls; Magnolia, bet. Felicity and St. Andrew.

Laurel—Boys; corner Laurel and Philip

Laurel and McDonough Branch—Boys and Girls; St. Mary, bet. Rousseau and Religious.

Lincoln—Boys and Girls; corner Cadiz and Coliseum.

Live Oak—Boys and Girls; corner Constance and Ninth.

Locust—Boys: Locust, bet. Clio and Erato.

Madison—Girls; cor. Prieur and Palmyra.

Magazine—Boys and Girls; Magazine, bet. Toledano and Louisiana Aveune.

Magnolia—Boys and Girls; Carondelet between Jackson and Philip.

Marengo—Boys and Girls; Marengo, bet. Magazine and Constance.

Marigny—Boys and Girls; corner Marigny and Urquhart.

Marshall—Boys; Church, bet. Girod and Julia.

Mason—Boys and Girls: Genois, bet. Gravier and Common.

McCarthy—Boys; Pauline, bet. Ohartres and Royal.

Napoleon Avenue—Girls; Napoleon Avenue, bet. Magazine and Camp.

New Orleans Central High School—Boys; 37, 39 and 41 Burgundy.

Orleans—Boys and Girls; Orleans, bet. North Prieur and Sohnson.

Rampart—Girls; Rampart, bet. St. Louis and Toulouse.

Robertson—Girls; corner Bienville and North Robertson.

St. Andrew—Boys and Girls; corner St. Andrew and Willow.

St. Ann—Girls; St. Ann, bet. Marais and Villere.

St. Philip—Boys; St. Philip bet. Royal and Bourbon.

Sumner—Boys; 352 Common.

Vallette—Boys and Girls; Vallette, bet. Alix and Eliza.

Villere—Boys and Girls; Villere, bet. St. Anthony and Bourbon.

Washington—Girls; cor. Chartres and Piety.

Webster—Girls; corner Dryades and Erato.

ASYLUMS.

Asylum for Destitute Orphans Boys—St. Charles, bet, Valmot and Dufossat, Jefferson City.

Asylum for the Little Sisters of the Poor—Laharpe, bet. Johnson and Prieur.

Beauregard Asylum—Pauline, between Claude and Rampart.

Boys House of Refuge—Perilliat, southeast corner Magnolia.

Convent of Mercy—Josephine, corner Constance.

Female Asylum of the Imaculate Conception—871 Rampart, corner Elmira, Third District.

Female Orphan Asylum of Our Lady of Mt. Carmel—33 Piety, bet. Dauphine and Royal.

German Protestant Asylum—State, bet. Camp and Chestnut.

Girard Asylum—Metairie Road, bet. St. Louis and Conti.

Home for the Aged and Infirm—Tchoupitoulas, sonthwest corner Second.

Home for the Aged and Infirm—Washington Avenue, cor. Locust.

House of Refuge for Destitute Girls—Annunciation, corner Caliope.

House of the Good Shepherd—Bienville, bet Broad and Dolhonde.

Indigent Colored Orphan Asylum—393 Dauphine.

Insane Asylum—Orleans, bet, Marais and Liberty.

Jewish Widows and Orphan Asylum—Jackson, corner Chippewa.

ASYLUMS—CONTINUED.

Louisiana Retreat Insane Asylum—Nashville Avenue, sw. corner Magazine; Hurstville.

Mt. Carmel Asylum—53 Piety street.

Mt. Carmel Convent—200 Hospital.

New Orleans Female Orphan Asylum—Clio, between Camp and Prytania.

Poydras Orphan Asylum for Females—Magazine, between Leontine and Peters, Jefferson.

Protestant Orphan Home—Seventh, cor Constance.

Providence Asylum for Colored Female Children—Hospital, cor Tonti.

St. Ann's Asylum—Prytania, cor St. Mary.

St. Elizabeth Orphan Asylum—East side Magazine, bet. St. Andrew and Josephine.

St. Mary's Orphan Boys Asylum—Chartres, bet. Mazant and French,

St. Vincent's Home for Boys—371 Bienville.

St. Vincent's Infant Asylum—magazine, cor. Race.

Widows and Orphans Home, Jewish—Jackson, cor. Chippewa.

St. Joseph's Convent—St. Philip, cor. Galvez.

St Mary's Dominican Convent—Dryades, cor. Calliope.

Ursuline Convent—Peters, bet. Treasure and Goodchildren.

FOREIGN CONSULS.

Austria—A. Eimer Bader, Consul, 17 Carondelet.

Belgium—38 Chartres.

Brazil—A. F. Elliot, Vice-Consul, 184 Gravier.

Costa Rica—J. A. Quintero, Consul, Picayune Office.

Danish—H. Trellsen, Consul, 30 Magazine.

France—Charles Fauconnet, Acting Consul 11 St. Louis.

Great Britain—A. de G. Fonblanque, Consul, 13 Carondelet.

Greece—N. M. Benachi, Consul, 25 Carondelet.

Italy—G. Galii, Consul 77 Conti.

Mexico—L. M. Avendano, Acting Consul, 155 Common.

Netherlands—Amadee Countourie, 39 Decatur.

Nicaragua and United States of Columbia—Room C, Gallier Court.

Norway and Sweden—Wm. M. Perkins, 64 Carondelet.

German Empire—John Krutt Schmitt, Consul, 42 Pedido.

Portugal—A. J. Da Silva, Consul, 57 Decatur.

Russia—J. F. Schroder, Vice-Consul, 62 Baronne.

Spain—Carlos Pie, Consul, 113 Dauphine.

Switzerland—X. Weisenbach, consul, 44 Carondelet.

Venezuela—Anderson D. Dieter, Consul, 27 Carondelet.

EXPRESS COMPANIES.

Crescent Express and Transfer Company—118 Gravier street.

Southern Express Company—Thos. M. Wescott, Agent, 164 Gravier and 15 Union streets.

C. E. Bozant—Proprietor Parcel Express, 116 South Basin.

TELEGRAPH OFFICES.

Balize Telegraph Company—35½ Carondelet, cor. Gravier street.

Pacific and Atlantic Telegraph Company—32 Carondelet street.

Stoker's European Telegraph Agency—22 Union street.

Western Union Telegraph Company—57 Camp street.

HOTELS.

Carondelet House—Carondelet corner Poydras.

Carrollton Hotel—D, Hickok, proprietor; Carrollton.

Cassidy's Hotel—Hugh Cassidy, proprietor; 170, 172 and 174 Gravier, and 38 Carondelet, European plan.

Central House—Mrs. D. Pownall, proprietor; 130 and 132 Camp, opposite Lafayette Square.

City Hotel—Camp, corner Common.

Conti Verandah—23, 25 and 27 Conti.

Louisiana Hotel—213 and 215 Tchoupitoulas.

Ouachita House—116 Camp, opposite Lafayette Square; Redditt & Hill, proprietors.

St. Charles Hotel—Rivers, Lonsdale & Co., proprietors St. Charles, bet. Common and Gravier.

St. Louis Hotel—St. Louis, bet. Chartres and Royal.

Texas Hotel—North Peters, near Delery.

Upper City Hotel—Magazine, corner Jackson.

Waverly Hotel—Corner Camp and Poydras; T. W. Kidder, prop'r.

NEWSPAPERS.

German Gazette—Daily and weekly; 108 Camp.

The Sentinel—Corner Short and Second streets Carrollton.

Louisiana State Register—Levee, southwest corner Cambronne, Carrollton.

Louisianian—13 Derbigny.

Morning Star and Catholic Messenger—116 Poydras.

New Orleans Christian Advocate—110 and 112 Camp, Robert J Harp, publisher.

New Orleans Bee—73 Chartres.

New Orleans Cotton and Produce Circular—122 Gravier.

New Orleans Picayune—66 Camp.

New Orleans Price Current—129 and 131 Gravier.

New Orleans Republican—94 Camp.

New Orleans Semi-Annual Trade Guide—13 and 15 Camp.

New Orleans Times—70 Camp.

Our Home Journal—68 Camp.

Southern Temperance Organ—139 Poydras.

Southwestern Presbyterian—40 Camp.

The New Orleans Journal of Medicine—130 Canal,

RAILROAD DEPOTS.

Morgan's Louisiana and Texas Railroad—Depot: Algiers Ferry opposite Jackson Square.

New Orleans, Jackson and great Northern Railroad—Depot: Magnolia street, corner Calliope.

New Orleans, Mobile and Texas Railroad—Depot: Foot of Canal street.

Pontchartrain Railroad Company—Elysian Fields, corner Decatur.

THE HAND.

BY JACOB ABBOTT.

The human hand is inferior to the corresponding member in the case of some of the lower animals—as the forepaw of the cat, for example—in this respect; namely, that the paw will do one thing much better than a hand could do it; while, on the contrary, the hand can, by proper aids, be enabled to do many things which the paw could by no possibility be able to do. The paw, with its sharp, curved claws, is much better fitted to catch mice than any hand. But the hand, with its soft and flexible fingers, can grasp a great variety of different implements by which it can direct and apply its force in a great many ways, and for the accomplishment of a great many objects, which would be utterly impossible for any set of claws.

Tools are only contrivances for concentrating the force of the hand and arm, and applying it at the exact points and in the exact manner required for producing any wished-for effect. If, for example, we wish for any reason to make a small perforation through a piece of paper, we must contrive some way to concentrate the force at the point where the perforation is to be made. If we press upon the paper with the whole hand, or even with the end of the finger, the force is diffused over too wide a space. The force is sufficient, and more than sufficient. It tears out a large and irregular hole. Now what we wish to do is to use the same force, but by means of a tool—a pin, or needle, or small awl, for example—to concentrate it to a single point, when the perforation is very easily made.

This is the proper way, in a philosophical point of view, for us to consider the nature and design of all tools; namely, as contrivances for concentrating the strength of the hand and arm, and applying the force in that concentrated form exactly where it is wanted to produce the effect required. This effect is generally to overcome the cohesion between certain parts of the material employed in the work, varying of course according to the nature of the operation.

If we wish, for example, to divide a board in two, or to cut off a portion at the end of it, we have to overcome the cohesion of the particles only along the line of the proposed division. Now the unaided action of the hand cannot gain access to this line so as to apply its force there and nowhere else. So the workman takes a thin blade with cutting teeth along one edge of it, and by this means he reaches the parts the cohesion of which he wishes to overcome, without disturbing the cohesion of the neighboring parts. We see, however, that this is in substance a mode of transmitting the force of the hand and arm to the precise place where it is wanted, and applying it in a concentrated form to the work required there.

It is the same with the operation of planing, the object of which is to take off a thin shaving from the surface of the board; that is, to overcome the cohesion which binds the shaving to the substance of the wood below. To concentrate and apply the force aright in this case, a blade with a thin and sharp edge is fitted into a block of wood in a properly inclined position, and with an opening through it for the shaving to pass out by as fast as it is separated by the overcoming of the cohesion. Thus the blade of the plane conveys the strength of the man's arm to that particular portion of the cohesion which is to be overcome, and which, without such a tool, he could not reach.

In striking a circle upon a board with a pair of compasses, an operation consists in overcoming the cohesion in the wood for a slight depth at the surface—in other words making a mark—in a mathematically circular line, the function of the compasses is only to convey the force and guide the application of it in the right manner to accomplish the purpose required. And in drawing a nail with a pair of nippers, the cohesion which is to be overcome is that of the iron of the nail with the wood in which it is embedded, a cohesion which the nippers enable the force of the man's arm to reach.

To a certain extent it is the same with the process of painting. In this case we wish to detach in some degree the particles of the paint from their cohesion with each other, and to commit them to a new cohesion, as it were, with the surface of wall to which they are to be applied. Now the particles of paint are altogether too minute for a man to manage them with his hand, without the intervention of a tool. So he uses a brush formed of a vast number of hairs, each one of which moves a certain number of the paint particles, and applies them as desired. In this case, as in the others, it is the strength of the man's hand and arm divided and distributed among the hairs that does the work. Thus the tool acts only to enble him to distribute, instead of to concentrate his strength; because here distribution, and not concentration, is what is required.

Thus, while the paw of the cat is, as it were, a tool which is adapted to one class of purposes, and can be used for no other, the hand of man is a tool-holder, to which implements for all purposes can be adapted. It is a striking instance of the designing wisdom displayed in the works of God, and of the careful adaptation of means to ends, that the animals who would not be able to construct implements for themselves, have the one they want for all their uses already furnished them; while those for whose wants many are required, have only the tool-holder furnished them; but with this they have a brain, and a mental capacity connected with it which enables them to fabricate all the special tools they require.

A PIE-BITING MATCH.—A curious match was recently decided in New Mexico. According to newspaper report, two men met to settle a rivalry as to which one could bite through the biggest stack of pies. No. 1, we are told, commenced the battle by closing down upon nine pies. No. 2 then opened his mouth and cut through eleven. No. 1 returned boldly to the charge. He called for fifteen pies, and went at them with the fierceness of a hungry alligator. But, alas for human hopes, struggle as hard as he would he could not bring his grinders together. Three of his teeth broke, and he was forced to beat a retreat. When an examination was made, a dog collar was discovered in one of the pies, and the alligator-jawed man had been foiled by striking with his teeth the iron buckle. But as it is held that everything is admissible in a mince pie, the discovery of the dog collar was no excuse for No. 1. The match was decided against him.

An idle young man was complaining to a prosperous friend that, although he had tried his luck in all sorts of fairs and lotteries, he had never been able to draw anything. "Indeed," said his friend. "Well, suppose you try a hand-cart. You can draw that."

A sophomore says he cannot understand how any one possessing what is generally known as a conscience can counterfeit a five-cent piece, and put on the back of it, "In God we trust."

NEWS SUMMARY.

A magnificent plan, on paper, is proposed to Boston merchants, for making that city what it is not now, a true commercial centre. South Boston is now separated from Boston proper by what is known as Fort Point Channel. It is proposed to divert this channel, so as to leave certain now useless water flats in a position to be filled up. It is believed that in this way a line of water front can be made, belonging to the State, adequate to accommodate forty large steamships, with the elevators, freight depots, and other appliances for commerce. A comparatively short connecting line would enable all Southern and Western railroads to run cars directly to this new commercial centre. Of the feasibility of this scheme we have nothing to say; but schemes that appeared more visionary have been executed successfully. New York owes her commerce largely to the Erie Canal, and that, in the day when it was proposed, was a vastly greater undertaking.

The prospect of at last providing New York city with some means of rapid and easy transit from one end of the city to the other is better now than ever before. Mr. Eastman, who is pressing the matter in the New York Legislature, has invited and received suggestions from practical railroad men, and appears to be endeavoring to provide for the public want, not to get a bill through for his own benefit or that of any one else. The provisions of the bill which he expects to propose have not yet been made public, but a mass meeting has been called at which it is understood he will present the results of his inquiries.

There appears to be no abatement in the interest and enthusiasm of the new temperance crusade in the West. In at least two instances, an attempt has been made by the liquor dealers to stay it by injunctions; but the attempt is not likely in any case to succeed. The popular feeling of the community is with the ladies, who are quite ready, if need be, to go to jail in attestation of their earnestness, and as martyrs to the cause. In New York and Brooklyn there is a quiet discussion going on as to the best methods of checking the liquor traffic here; and united and vigorous measures to the same end are promised in Massachusetts. The secular press generally give the ladies sympathy and support, even when doubtful as to some of their measures.

The extent of this movement and its effects are indicated by the fact that the wholesale sale of beer from Cincinnati has fallen off six hundred kegs daily, and that the brewers are holding secret meetings to devise ways and means to resist its farther progress. Up to February 18th, 116 liquor stores and 22 drug stores where liquor was sold as a beverage, have been closed, and in nine towns in Ohio and Indiana not a liquor saloon is left open. In the city of Philadelphia, leading clergymen of various denominations have united in announcing a series of meetings for the purpose of waking up that spirit of faith and self-sacrifice which is the precursor of a genuine temperance revival and the secret of its power.

The telegraph announces that Dr. Beke, the English traveler, has discovered the true Mount Sinai, with the remains of animals that had been sacrificed, and Sinaitic inscriptions which he has deciphered. It is possible that Dr. Beke has found a new peak which better answers the conditions of the Mosaic narrative than any hitherto discovered. But we are inclined to think that God has purposely hid the sacred place from our knowledge, lest its discovery should lead to an idolatry of the mountain, in place of the worship of the invisible and omnipresent God, and that we shall never know, with certainty, the exact mountain-top on which God talked with Moses.

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The Louisianian,

OWNED, EDITED AND MANAGED BY COLORED MEN, IS PUBLISHED EVERY SATURDAY MORNING AT NO. 13 DERBIGNY STREET NEW ORLEANS, LA.

HENRY A. CORBIN.....Publisher.

SATURDAY, MARCH 14, 1874.

☞ All letters on business connected with this paper must be addressed to
H. A. CORBIN,
Business Manager.
New Orleans, Feb. 28, 1874.

☞ The proprietor of this paper will not be responsible for the correctness of communications.

POLITICAL NOTICES.

ROOMS STATE CENTRAL EXECUTIVE COMMITTEE, Republican Party of Louisiana, New Orleans, March 7, 1874.—At a meeting of the Committee, held this day, the following resolutions were unanimously adopted:

WHEREAS, It is essential that there should be a more thorough organization of the Republican party of this State, and that the dissensions still existing in some parishes should be harmonized, Be it

Resolved, That all existing Parish Executive Committees be and the same are hereby abolished. Be it further

Resolved, That a Parish Convention be held at 12 M. on the LAST SATURDAY OF APRIL next, in each parish of the State, except the parish of Orleans, at the parish seat, for the purpose of selecting a Parish Executive Committee. The basis of representation to such Convention shall be one delegate for every fifty Republican voters, and delegates shall be chosen by the Republican clubs existing in the parish. Parish committees shall consist of not less than five nor more than forty members, and when chosen, shall proceed at once to organize the Republican party in their respective parishes. They shall prepare lists of the Republican voters of their parishes and forward copies of the same to the State Central Committee.

Be it further resolved, That, in the parish of Orleans, the ward clubs heretofore known as the Mother Ward Clubs shall hereafter be designated the Central Ward Clubs of said parish. Such Central Ward Clubs shall at once cause a registration of all the Republican voters of their respective wards at the rooms of the Central Clubs. On the THIRD SATURDAY OF APRIL an election shall be held in the several wards for delegates to a parish convention, and such convention shall meet in the Mechanics' Institute on the next following Saturday. The State Sub-Executive Committee shall fix the quota of representation in said convention on the basis of one delegate for every 250 Republican voters in the ward, and an additional delegate for a fraction exceeding half that number. The State Sub-Executive Committee shall be empowered to settle any dispute in any ward as to which club shall be recognized as the Central Ward Club.

By order of the Committee:
T. W. DEKLINE, Secretary.

Republican papers throughout the State please copy.

SENATOR WEST.—At a meeting of the Third Ward Radical Republican Mother Club held on Saturday evening, March 7, 1874, the following resolution was unanimously adopted

WHEREAS, The General Assembly of Louisiana, at their late session, endorsed the course of the Hon. J. R. WEST, in the U. S. Senate, and

Whereas, It is the unanimous feeling of this, the Mother Club of the Third Ward, that the action of the General Assembly in the premises was praiseworthy and correct, therefore, be it

Resolved, That this Club fully endorse and approve of the same; and that a copy of this resolution be transmitted to the Hon. Senator as expressive of the sense of this Club.

GOV. PINCHBACK.

This gentleman left our city for the National Capital last Saturday, where his duties, as Senator elect, require his presence. A number of gentlemen, personal and political friends, accompanied him to the cars and wished him God-speed. His presence here was healthful and encouraging, and his influence in Washington, we are satisfied, will be entirely in the interest of truth and of the State.

Hotel arrivals have made Florida suddenly wealthy. The Tallahassee Sentinel says: "It is estimated that the amount of wealth represented by the Northern residents and visitors now at the several hotels in St. Augustine is upward of $10,000,000.

It is said that a free use of asparagus will cure rheumatism and gout.

In France editors are required by law to accord a person attacked space in their columns for a reply twice as long as the attack.

"You might have heard the unfolding of a cambric handkerchief," is a French phrase for expressing profound silence.

The new hotel in San Francisco is to have a single clock machinery in one of its towers, wherefrom the time of day is to be transmitted by means of compressed air to dial in each of its 500 rooms.

THE CIVIL RIGHTS OF OUR RACE.

There is now pending before the National Congress, a bill proposing to guarantee and protect the civil rights of the colored people of the country; and the subject has been exhaustively discussed in its various relations before the Lower House, and to some extent in the Senate. In addition to the views presented in debate, the presence of this question before Congress, has elicited an expression of opinion from prominent men in political positions and otherwise, outside the halls of legislation. Of this latter class of utterances, and for the purposes of this article we quote Senator Brownlow, of Tennessee, who, after declaring his opposition to the pending Civil Rights Bill, adds:

"I believe that any attempt to enforce, by arbitrary act of Congress, the attendance of the two races in the schools and churches, will result in the total destruction of the free school system in Tennessee."

And concludes:

"Let the colored people of Tennessee ask Congress to desist from any legislation which enforces mixed schools, and they will have established a new claim to respect and confidence."

In the instance of the Senator from Tennessee, and the majority of those who would abridge the civil rights of colored citizens in the matter of public transit, recreations, and especially of education, the false assumption is made that the Civil Rights Bill, involves the question of Social Equality, or the forced mingling of the two races in the domestic relations of life. Contact, of the different members of the community with each other is a condition necessarily invoved in the existence of society itself.

On the highways, in the busy marts of trade, and in a thousand conventional forms, we meet and part daily, but in this there is nothing that affects the sacredness of our homes or determines the question of our intimates. We recognize the social question as a personal one, covering those imprescriptible rights that are not subjects for either individual or legislative intermeddling, and that need no legislation for their protection. We recognize alike the sanctity of the individual taste, and the individual conscience, and would no more by law or otherwise attempt to dictate to our fellow-cstizens in the selections of their associates, that in the choice of their religious creed and worship. When we ask for civil rights: such equality before the law, as to the public privileges of citizenship, as give us the chance to make all the good and legitimate possibilities of life a success to us, as fully as to the white race, we make no covert attack upon their right to regulate their social relations, as their tastes incline and accord them in this matter cheerfully—a privilege we propose to claim ourselves.

But when, from misapprehension of the purposes and effect of the legislation sought for our protection in the vital question of education and other matters, either Republicans or Democrats, taking refuge in the prejudices that have grown up out of the great wrong of slavery, attempt to proscribe our race, we must protest. No misapprehension however gross, and no prejudice, however sanctified by age, and the sincerity of the parties entertaining it, can make us forego or abate one jot or tittle of our demand for ourselves and children, to possess and enjoy the same public rights and privileges that attach to the most favored classes of the community, and this do we claim under the guarantee of the National Constitution, as the matured and ripened fruit of our citizenship. In some sort a man has a right to his prejudices, and may if he choose, when they affect only himself, be governed by them. When he makes them offensive and oppressive to his neighbor, that neighbor has the right not only of personal resort, but of legislative enactment, if need be, for his protection.

A condition of bondage, making one race dependent upon the will of another for not only the necessities but even the amenities of life, is well calculated to make the subordinated people servile—but our white friends underrate the independence of our people, and largely over-estimate the demoralizing influence of our servitude, when they suppose that we attach such value to their personal intimacy, as will make us seek it, by either improper legislation or a personal humiliation. We are not slaves now, and have no slavish instincts. With our freedom, came back our self-respect, and largely and mainly to meet the social wants of our own people, do we seek the legislation which, by giving us equal prerogatives as citizens, and removing the reproach, that customs springing out of a dead civilization, have imposed upon us, will enable us to grow as a race in all the true, good and beautiful things that adorn a people.

So much may be said in correcting the misapprehensions that seem to stand in the way of our civil rights.

We, as our rights are appreciated and developement is made, are beginning to realize that life, "doth not consist in the abundance of the things that a man possesseth"—not in what we have, but what we are—not in the circumstantial, but in the personal qualities that belong to us, and from this stand-point of individual hope, and race progress—in forecasting the social future of America, and judging her by the countries of France and England, where a wider civtlization has destoyed caste and race prejudices—we see not afar off, and welcome its coming, the day in the history of the Great Republic, when the colored citizen, of equal intelligence, probity and decorum with his white brother, shall not be even socially proscribed and ostracised on the score of his complexion.

TOPIC OF INTEREST.

Among the multitude of questions of current interest, growing out of the industries, science, mechanics, and sociology, politics and theologies that are embraced in the growth of a great Nation, and that become subjects for journalistic treatment in ministering to the curiosity and wants of the reading public, there are always questions of prime *importance* deriving value, not only because of their gravity, but because they meet some great end of the hour, which demand special attention and consideration. It has been our purpose from time to time as our columns may afford, either by original articles, or appropriate selections from contemporary journals, to keep our readers advised on these questions. Among the matters of this character, is the question of *cheap transportation* for the products of the country. Upon this idea the Grange movement mainly proceeds and makes its fight against the oppressive monopolistic tendencies by the great railroad corporations of the country. The question is now assuming legislative form, and the enquiry is made, whether the remedy against the heavy tariff of freight, which is so oppressing the producers of the West, North-west and the South, is not to be found in the assumption by Congress of the regulation of the Great Railway lines, and the passage of just and uniform laws in the interest of labor in connection therewith. We have selected and give prominence in this issue to an interesting article on this subject, taken from one of our Western exchanges and bespeak a careful reading thereof by our friends.

The customs system, financial policy, labor, and temperance movements will, with the educational and political questions of the day, receive similar consideration from time to time, in our columns.

SPEAKER LOWELL.—Serious fears have obtained for several days relative to the health of Speaker Lowell. We are gratified to learn that he is now convalescing and will soon be restored to health. Mr. Lowell has proven himself a competent and honest public officer, and neither the State or Republican party can afford to lose his services.

Bismark's opinion is that another war with France is inevitable; that she will be backed by Russia; and that all Europe will be involved in the contest.

It is said that 250 persons have been adjudged insane by the courts in Illinois, who were made so by the Chicago fire.

CHARLES SUMNER.

CHARLES SUMNER, Senator from Massachusetts, is dead, and the great heart of the nation, is saddened by the event. He was born in Boston, in 1811, and was elected to the Senate of the United States, the only political office he ever held, as the successor of Daniel Webster, in 1850. He was three times re-elected and held the position, until he closed his laborious and honorable life.

Our space will not suffice to give an adequate estimate of the great Senator. Born in affluence, he received all the culture that American and European agencies could bestow, and was probably the most scholarly man in the National Senate. One of the founders of the great dominant party, a man of profound convictions, with not an expedient, but a principle, as the basis of his action, he lived to see his opinions become the philosophy and laws of the Nation. He wonderfully illustrated how gently and justly towards his opponents, a man of radical views on the great questions of human rights, might still be.

He abated nothing in his demands for the equality of the colored race; but his zeal was not proscriptive to those who differed from him. He antagonized not the people, but the vicious civilization of the South; and no man, when the late civil strife had ended, was readier and more desirous of healing the wounds that had been made, and restoring the era of good will among the sections.

A lover of his race and of his country, he was the special friend of the oppressed; and we, as a people, of all others, mourn our great champion's death.

A ripe scholar, a finished orator, a great statesman and a pure and honorable gentleman, his memory will live forever in the hearts of all the people.

MILLARD FILLMORE.

Millard Fillmore, the thirteenth President of the United States, died in Buffalo, New York, March 8th, 1874. He was born July 7, 1800, in Cayuga county, New York. His father, of English descent, was a farmer, and the educational advantages of the son were limited. He overcame these early difficulties by earnest personal application to study, and became a sober thinker and a well cultured man. He entered upon the practice of law in 1821. In 1829, as a Whig, he entered the General Assembly of his State. In 1832, he was elected to Congress, and again in 1836, 1838, and 1840. He held various State offices subsequently, until 1848, he was elected Vice-President on the ticket with Gen. Taylor. In 1850, by the death of President Taylor, he became President. He was a rare man, in all the qualities of head and heart, that inspire the reverence and love of the people, and his death will excite general and deep regret among all classes.

CENTRAL CHURCH FAIR.

The Fair given by the ladies of the above named Church has resulted, we are happy to learn, very satisfactorily. The attendance was good every evening, and emulation excited by the contest for prizes, gave additionnl zest to the entertainment.

The prize of a gold-headed walking cane, competed for by Rev. C. H. Thompson, D. D., Pastor of the Central Church, and Rev. James Hayward, of St. Paul's Church, was won by Dr. Thompson.

The watch and chain competed for by Misses Alice D'Oscey, Fanny Dunn and Amanda Perkins, was borne off by Miss Perkins; while the buggy and harness contested for by Col. Jas. Lewis and Hon. Wm. G. Brown, was won by Mr. Brown.

It is gratifying to be able to announc that the estimated total profit to the Chuch will be about $2500.

Too much praise cannot be awarded to the ladies who, for three weeks, so constantly devoted their time to the labors of organizing and conducting the Fair.

THE RAILROAD QUESTION

CONGRESSIONAL CONTROL OF RAILWAY-REGULATION.

ELKADER, Ia., Feb. 25, 1874.

To the Editor of The Chicago Tribune:

SIR: While public attention is turned towards railways, and everything that relates to their management and control is of public interest, it may not be considered inopportune to inquire, in the light of suicidal decisions, and upon principle, how far the law-making power of States and the Nation can go in regulating and controlling these enterprises. And it may be properly said that railways are not chartered primarily for the benefit of their stockholders, but rather for

THE BENEFIT OF THE PUBLIC

who are to use them. They are public highways, to be used for purposes of travel and traffic, upon fair and equal terms, by all citizens who choose to use them. Thier owners are in law held to be common carriers, and it is well settled that they are bound to carry all who apply, unless they have a reasonable excuse for the refusal to do so. And a legal writer of recognized ability has recently said: "It is conceded, we believe, upon all hands, at the present time, that all railways which become common carriers are bound, by the rules of the common law, to carry for all who apply, for reasonable compensation, and to make no unreasonable or unjust discrimination among those who desire to employ them."—Judge Redfield, in the American Law Register for January, 1874.

But, while this is true, without any doubt, it is yet a fact that there is great difficulty in assertaining what reasonable compensation is. The managers of railway companies will uniformly say that their rates are reasonable and just; while perhaps, their rates are double at non-competing points. A judicial inquiry as to what are reasonable rates would be controlled by the evidence offered, and would probably

NEVER BE TWICE ALIKE.

It is very evident that the fixing of rates cannot be left to railway-managers, because although their rates are often fair and just, they are very often unreasonable and unjust. If left without control, they can place the rate so high that the producer will have but little left for his labor and captital expended.

What shall then be done? Shall we say that railway companies are beyond the control of the people, and that their own will and discretion shall be the measure of their exactions upon the traffic and travel of the country? No, indeed. We need say or think no such thing. Railway companies are persons,—artificial persons,—and, as such, subject to the laws of the land. But the railways have, so far, outrun legislation. They have, perhaps, had on too much steam. While the legislation affecting railways has been mainly that of States alone, the railways have been consolidating and lengthening, until now it is not uncommon for a single company to control from 1,000 to 3,000 miles of road, and to extend its lines over half-a-dozen States.

STATE LEGISLATION CANNOT CONTROL

these lengthened lines; for, as Judge Redfield says in the article quoted from above, "When the question comes to be finally examined, from a legal point of view, with reference to our complex system of government, it will at once appear that the States have no power to charter or to build and control railways, except within their own limits, and for the purpose of doing business within the State. The moment any highway, whether for ordinary travel or for railway transportation, is carried across the line of a State, it ceases, even as an incorporation, to owe any allegiance to the State where it originated.

If this be true, the State legislation cannot remedy existing evils, It can only regulate, within narrow limits, traffic within the State; while the articles to be carried—like wheat, corn, or pork—may have to be carried through a dozen States, each one of which may have different laws applicable to transportation within its borders. State legislation is subject to great fluctuation,—to changes both wise and otherwise. But, ever so sound and judicious, it cannot control inter-State traffic. The State-line is its boundry, for better or worse.

But there is a power that has full and exclusive control of trade and commerce among the several States, and that power

RESIDES IN CONGRESS.

We may like it or not, it is immaterial which; there, by the Constitution and by judicial decision, the power belongs. The Constitution provides that "Congress shall have power to regulate commerce among the several States." Chief Justice Marshall, Gibbons vs. Ogden, 9th Wheaton, 1, commenting upon this clause of the Constitution, says: "Commerce undoubtedly is traffic, but it is something more; it is intercourse. It describes the commercial intercourse between nations and parts of nations, in all its branches; and is regulated by prescribing rules for carrying on that intercourse." And Mr. Justice Strong, delivering the opinion of the Supreme Court of the United States in the case of The State Freight Tax, 15th Wall, 232, says: "The rule has been asserted with great clearness, that, whenever, the subjects over which a power to regulate commerce is asserted are, in their nature, national, or, admit of one uniform system or plan of regulation they may justly be said to be of such a nature as to require exclusive legislation of Congress." And, in the same case, he says in conclusion: "Surely, transportation of passengers or merchandise through a State, or from one State to another, is of this nature. It is of national importance that over that subject there should be but one regulating power." "This being the final declaration of the court of last resort," says Judge Redfield, "we need occupy no more time in showing that the entire question of the regulation and control of railway-fares and freight upon lines of railways extending across the line of two or more States,

BELONGS EXCLUSIVELY TO CONGRESS.

This very question was directly involved, and squarely decided." It has also been decided that Congressional regulation and control attach to inter-State traffic, not only where it has actually been carried across the dividing line of two States, but from the time it is taken in charge by the carrier as traffic, whether in goods or persons, and which is destined to cross State-lines in its transit."—See 10th Wall, 557, United States Reports.

How narrow, then, is the limit of State legislation! Nine-tenths, and more, of the freight loaded upon cars in Iowa is destined to cross the boundary of the State and be carried across other States. As to this traffic, in the light of the decisions above referred to, our State Legislators might as well occupy their balloting for Speaker, shooting off fire-crackers, or hob-nobbing with Victoria Woodhull, as to spend their time in legislating upon matters that are within the exclusive control of Congress. We may compel long lines of railway to run the gauntlet of State legislation, but with little honor to them, and little good to us. Congress has

FULL CONTROL OF THE SUBJECT

and its legislation can reach every mile of the Pennsylvania Railroad and branches, in New Jersey, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, and Iowa; of the Baltimore& Ohio, and all other railways extending through several States.

National legislation has always been more stable than that of States. The Judiciary act, for example, is nearly as old as the Government. Many of our Congressmen have graduated from State Legislatures, and have there, so to speak, "sown their wild oats." They have, or ought to have, there learned that hasty and imperfect legislation is worse than none at all. There is greater experiance, more deliberation, in Congress. Congress—possessing, as it does, full power in the premises—should legislate upon the subject so far at least, as experience points the way. It cannot be expected that a perfect system can at once be adopted. It must grow, and be perfected, by our experience. Congress might provide for a Bureau of Transportation, to be attached to the war Department, to be under the charge of one of our ablest engineers; and it might provide for a maximum rate per mile for through freight and passengers. It might make some salutary rules for the safety of passengers, and it might devise some means of wringing the water out of inter-State railway stocks. Jurisdiction should be given to the courts of the United States to enforce the regulations made.

These are only suggestions. "Where there is a will there is a way." Legislation would at first, perhaps, have to be tentative; but time and experience would point the way to improvement, till we should have

A COMPLETE WELL-DIGESTED SYSTEM.

It will not do to say that the matter is difficult, and therefore must not be touched. The same intelligence, energy, and power that has devised and built up our system of railways; ought to possess the capacity to regulate and control them by legislation that shall be fair and just both to the railroads and to the people. As public highways, chartered for the public good, they must be made to subserve the public interest, and to carry, with speed and safety, the persons and property of all, at fair and reasonable rates.

W.

An Eastern paper says: "Mrs. General Sherman is a devout Roman Catholic. The General is on the fence."

NEWS SUMMARY.

The work on the great Gothard tunnel is carried on by some twelve hundred laborers. On the Italian side the opening is constantly flooded by water.

The City of Genoa has received from the Marchioness Maria Brignole Sale the princely gift of the Palazzo Rossa, with its famous library and gallery of pictures.

John Stuart Mill is to have his statue set up in London. It is to be made by Foley and to be erected in the gardens of the Victoria Embankment. The funds are already provided.

Mr. Disraeli is now Prime Minister of England. In the new order of things the Earl of Derby is to receive the portfolio of Secretary of State for the Foreign Department, and the Marquis of Salisbury that of Secretary of State for India.

The latest reports of the famine in India are bad enough. In Calcutta at a relief meeting in view of the famine in Bengal, it was stated that although much useful aid had been already extended and accepted there is severe distress among 1,500,000 persons, who are without help. There is great mortality and depopulation. An innumerable mass of persons have only one meal daily.

The University of Melbourne has opened its degrees to women. At a meeting of the Senate it was agreed that the regulations permitted women to attend lectures and to pass the examinations, and it was resolved that "the Council should grant to such females as have attained a proficiency equal to that attained by Bachelors of Arts and Masters of Arts certificates thereof, and also to throw open to them the pecuniary prizes of the University. At the last matriculation examination two young ladies were the only candidates who passed with credit.

The Massachusetts Supreme Judicial Court has decided affirmatively the following question referred to it by an order of the Legislature: "Under the constitution of this commonwealth can a woman be a member of a school committee?" The Court holds that the constitution contains nothing relating to school committees, and that the common law of England was our law upon the subject, permitting a woman to fill any local office of an administrative character, the duties attached to which were such that a woman was competent to perform them. The ladies recently elected to positions on the school board can now enter upon the duties which their constituents chose to intrust to their hands.

The action of the Smith sisters of Glastonbury, Conn., in refusing to pay taxes while forbidden to vote, has borne fruit. In Worcester—Stephen and Abbie Kelly Foster, with Miss Sarah Wall and Miss Marietta Flagg, refused to pay taxes because of this injustice to woman. Their property is advertised for sale. A convention to protest against the law has been held in Worcester. Mrs. Eliza K. Churchell occupied the chair temporarily. Rev. C. A. Chase, of Providence; Major Harlow, Stephen Foster, Miss Julia Smith, of Glastonbury, and others spoke in favor of woman suffrage. Both the Smith sisters were present. The attendance was good. But in spite of protest and convention the Foster farm was sold to pay Stephen and Abby's taxes claimed by the State.

We are happy to record one sensible act on the part of the Internationals in America, who, we are sorry to say, do not often give us a chance, and we hasten to improve it. At their last meeting the Federal Council of Internationals appointed a committee to draw up a document displaying the advantages of the West as compared with the Atlantic cities, in regard to their offering resources to the workingmen, which the crowded condition of our seaboard renders quite impracticable and unattainable as far as this section of the country is concerned. Such a document, showing the workingman how he can achieve independence and a home for himself and his family, will afford the best advice that can be offered, not only to the newly arrived migrant, but to the laboring man who has become inured to the hardships of his situation, and hesitates to move for want of proper direction.

TELEGRAPHIC.

Foreign News.

MADRID.—Gen. Concha succeeds Gen. Jovellar, as Captain-General of Cuba.

Gen. Moriones has resigned his command, and Marshal Serano has assumed supreme command of the forces operating against the Carlists in the North.

Don Carlos has begun the siege against Irun and Bidasson.

LONDON.—A treaty of peace has been made with Ashantee. The King agrees to pay Great Britain a war indemnity of 50,000 ounces of gold—renounces all claim to Adansi, Assin, Denkera, Akim and Warsaw—withdraws his forces from the coast under British protection—guarantees a good road between Coomassie and the Prah river, and the protection of merchandise over the same—prohibits human sacrifices, and swears perpetual peace with England.

The English loss in the war is sixteen killed and three hundred and sixty-eight wounded.

Domestic News.

WASHINGTON.—Gen. Sypher has introduced a bill making an appropriation to continue the dredging at the mouth of the Mississippi.

Mr. Dull, who constructed the Chicago Tunnel and the Oswego Canal, proposes, under the supervision of the United States Engineer, to construct the Fort St. Philip Canal, at a cost of 10,000,000 dollars and to complete the work in three years. This is a check to the Eads petty project, made in the interest of the railroads.

NEW HAMPSHIRE ELECTION.

The returns not all in. Probable Democratic victory both for Governor and Legislature. The last election gave a Republican majority of 5000.

INDIAN WAR.

The Indians under Red Cloud are greatly dissatisfied; and the Brules and Minnecongous are concentrating near the Spotted Tail Agency, and threaten a fight. Gen. Smith with eight companies of cavalry and four of infantry has started to the Agency.

Senator Charles Sumner died March 11th, at ten minutes to three, of disease of the heart.

DISRAELI.

Personal description and reminiscences of the new Prime Minister of England are now in order. He is a tall and rather broad-shouldered man—though not of stout build—with a slight stoop of a very sphinx-like head, which is surrounded by dark and elf-like locks; a sallow complexion and dreamy expression; a long and shaven upper lip, closely-shaven whiskers and an imperial. His walk is more like that of a dancing-master than of a genuine John Bull, his toes doing much more work than his heels. A hearty, joyous laugh from him would seem impossible; but there is frequently a sardonic smile upon the face of this master of irony. Although in his 69th year, Disraeli shows no sign of senility, and could wear out many a much younger man in hours of oratorical effort, or in watching the interests of the party he presides over. Very different was he at the age of 20, when his novel of "Vivian Grey" made him the fashionable lion of the hour. His ringlets of silken black hair, his flashing eyes, his effeminate and lisping voice, his dress-coat of black velvet lined with white satin; his white kid gloves, with his wrists surrounded by a long, hanging fringe of black silk, and his ivory cane, of which the handle, inlaid with gold, was relieved by more black silk in the shape of a tassel. Every one laughed at him for being affected; but the woman declared that his was an affectation of the best style, and they felt his personal vanity was a flattering homage to their most notorious weakness. Such was the perfumed boy exquisite who forced his way into the saloons of Peeresses. Men held him in light esteem, but observant women, who, as a rule, are more discerning judges of young men than themselves, prophesied that he would live to be a great man.

SCRAPS.

COST OF FINANCIAL ICE.

Among the items of contingent expenses of the Treasury Department sent in by the Secretary to the Speaker of the House is the following:

1872.

July 30—Great Falls Ice Company—115,975 pounds at 26 cents per cwt.
Aug. 31—Great Falls Ice Company—116,880 pounds at 26 cents per cwt.
Oct. 4—Great Falls Ice Company—87,360 pounds at 26 cents per cwt.
Oct. 31—Great Falls Ice Company—80,420 pounds at 26 cents per cwt.
Nov. 30—Great Falls Ice Company—68,630 pounds at 26 cents per cwt.
Dec. 31—Great Falls Ice Company—59,475 pounds at 26 cents per cwt.
Feb. 3—Great Falls Ice Company—68,090 pounds at 26 cents per cwt.
Mar. 8—Great Falls Ice Company—63,670 pounds at 26 cents per cwt.
Mar. 31—Great Falls Ice Company—66,515 pounds at 26 cents per cwt.
April 23—Great Falls Ice Company—73,305 pounds at 55 cents per cwt.
May 31—Great Falls Ice Company—73,594 pounds at 55 cents per cwt.
June 30—Great Falls Ice Company—96,580 pounds at 55 cents per cwt.

Without stopping to consider the handsome character of the contract which the Great Falls Ice Company has with the Treasury Department, we proceed to an analysis of the above table, that our readers may discover what it costs and how much it takes to keep the patriots in that Department cool. The total amount of ice consumed by the Secretary and his clerks during the year is 975,924 pounds, or about 488 tons, costing $3,244.39. Omitting Sundays, 3,000 pounds, or a ton and a half a day, the year round. This gives to each employe, 600 in all, five pounds per day, winter and summer, to keep him cool. The refrigerators appear to have been in constant use, the employes apparently suffering almost as much from heat in December, January and February as in the summer months. These figures and facts are sufficient to explain a great many mysteries connected with the Treasury Department. We can now sufficiently account for the coolness with which the Secretary of the Treasury includes in the contingent expenses a charge of $47 for the mileage of an employe to New York, when the fare for the round trip is $12; a charge of $27 for seventy gold and thirty-eight silver fish to W. H. Colem, another employe; a charge of $50 for thirty sponges; a charge of $55 for combs, chamois, and sapolio for the toilet; and a charge of $9,583 for horse-flesh for the Secretary and his clerks!

ALEXIS, AS AUTHOR.

The first volume of the book of travels published by the Grand Duke Alexis furnished the press of this country with numerous pleasant paragraphs, which showed an unusual keenness of perception on the part of the author, as well as a liberality of opinion astonishing in one of so little experience. The second volume of this work is now out, and a few extracts are sent over by correspondents. Among these is one which coincides with the flattering observations of Canon Kingsley. Americans, he says, are born orators, and their fluency of speech has oftentime excited his utmost surprise. The greater part of this volume is taken up with a general criticism of American institutions and popular manners, which are calculated to tickle the vanity of the nation and compensate somewhat for the hard knocks dealt in Dickens' "American Notes." The military men will find particular pleasure in the book, "Nothing could be more touching and thrilling," says this shrewed young man, "than the modest accounts which these true heroes gave of exploits which the ancients would have immortalized in tablets of bronze." It is worth while importing a Duke or two occasionally, if only to obtain such novel views of modesty. It is clear that Alexis never heard an ex-Quartermaster or Volunteer Commissary on the stump. If he had he would have modified his views somewhat.

Lord Colonsay, who was from 1852 to 1867 Lord Justice General of Scotland, died at Pau a few days since, at the age of eighty years. His name was Duncan McNeil until he was raised to the peerage. His career at the Scotch bar was a long and brilliant one.

The oyster beds of Virginia cover an area equal to 640,000 acres, and yield an annual money value of $10,000,000.

LOUISIANA STATE LOTTERY.

SPLENDID SCHEME—

ONLY 10,000 NUMBERS.

LOUISIANA STATE SINGLE NUMBER LOTTERY.

CAPITAL PRIZE.....$20,000.

Louisiana State Lottery Company,

(Incorporated August 17, 1868.)

CLASS D.

To be drawn in public at New Orleans, on Saturday, March 28, 1874.

SCHEME.

10,000 Tickets.....Tickets only $10.

HALVES, QUARTERS AND EIGHTHS IN PROPORTION.

1 prize of.....$20,000 is.....$20,000
1 prize of.....10,000 is.....10,000
1 prize of.....5,000 is.....5,000
40 prizes of.....500 are.....20,000
200 prizes of.....100 are.....20,000

APPROXIMATION PRIZES.

9 approximations of $300 each for the nine remaining units of the same ten of the number drawing the $20,000 prize are.....$2,700
9 approximations of $200 each for the nine remaining units of the same ten of the number drawing the $10,000 prize are.....1,800
9 approximations of $100 each for the nine remaining units of the same ten of the number drawing the $5000 prize are.....900

270 Prizes, amounting to.....$80,400

EXPLANATION OF APPROXIMATION PRIZES.

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SCIENTIFIC INTELLIGENCE.

The subject of the decrease of lobsters on the North Atlantic coast has excited much apprehension of late, especially in view of the demand for this crustacean for canning. Concerted measures are now being taken by parties interested, both in the New England States and in the provinces, to regulate the capture of lobsters by limiting the size of those that may be taken and disposed of, or by a prohibition of the capture of females for a part or the whole of the season, or by the establishment of a period of close time, during which none may be captured. A favorite restriction is that of weight, the limit of a pound and a half being proposed. As, however, the lobsters in some parts of the country scarcely reach that weight, even at an advanced age, proper care must be taken not to have too large a minimum.

So great has become the decrease of lobsters on the coast of Massachusetts and Maine that the canning establishments in those States find it almost impossible to obtain a supply, and they have been compelled to resort to the waters of the Dominion for this purpose. It has been estimated that during the year 1873 not less than 20,000 tons were captured in the Dominion waters, a large portion being exported to the United States. It may not be known generally that on the 7th of July, 1873, an order was issued by Governor-General providing that "in the provinces of Quebec, Nova Scotia, and New Brunswick no person shall at any time fish for, catch, kill, buy, sell, or have in possession any soft shell lobsters, or female lobsters with eggs attached; nor shall lobsters of a less weight than one and a half pounds be at any time fished for, caught, killed, bought, sold, or had in possession; but when caught by accident in nets or other fishing apparatus lawfully used for other fish, young lobsters of less weight than one pound and a half shall be liberated alive at the risk and cost of the owner of the net or apparatus, or by the occupier of the fishery, on whom in every case shall devolve the proof of such actual liberation."

The death, from heart-disease, of Professor I. F. Holton is announced as having taken place in Everett, Massachusetts, on the 25th of January. Professor Holton wss well known as a botanist, having devoted many years to the study of the science. He visited South America with special reference to prosecuting his researches in this direction, and studying the relation between the physical geography and the vegetation of the Andes. His somewhat extended sojourn in that country enabled him to collect materials for a work, which was published after his return by Harper & Brothers, and is frequently quoted by botanist.

A resolution has lately been introduced before the State Board of Agriculture of Illinois recommending the stocking of the waters of the State with useful food fishes, and requesting the Legislature to appoint a Board of Commissioners of fishery. It is much to be hoped that the Legislsture may accede to this proposition, and appoint a board of competent gentlemen to co-operate with the Commissioners of the other States and with the United States Fish Commissioner in a general system of supply. Few States have greater interest in this question than Illinois, in view of its proximity to laks Michigan and of the large number of streams within its borders suitable for the introduction of the California salmon, the shad and other species.

A memior by Mr. Charles Horetzky on the country northwest of Canada contains a sketch of a portion of the great region recently under the control of the Hudson Bay Company. and has special reference to the route of the Canadian Pacific Railway. Mr Horetzky is of the opinion that the region surveyed is eminently suited to the construction of this great enterprise, and that the grades and the climate are such as to furnish a very favorable comparison with any lines within the United States.

ALONE.

BY EMMA BURT.

And Christ must look to souls which stand alone
With infinite compassion. He knoweth well
What solitude doth mean. "Can ye not watch
Our hour?" He said unto His chosen ones—
One hour! And yet the heaviness of flesh
Weighed down their lids in dreamless sleep profound.
The precious hour was spent; and He alone,
In wrestlings mighty with an unseen force,
And sorrow at the weakness of a race
O'er which his boundless nature yearned,
The while it slept. In all the universe,
Not *one* to break the awful isolation.
A world of people—yet He stood ALONE.
Ah, it was not the thorns, the scourge, the cup,
The pierced hands and feet; but angels wept,
When they beheld, for us, His great heart break!
And this is why we have assurance sweet
That souls are not alone. A HEART doth beat
For those in solitude—forever throbs
In sympathy with those whose loved ones sleep—
Who are misunderstood—who stand,
Perchance, in sorrow stern, because a friend,
The chosen of earth, hath struck the blow
That wounds. Oh, this is earth's
Most awful isolation! He knoweth all,
His universe is wide; yet we are not alone.

ITEMS.

Father Hecker is in Egypt.

Vermont has sixty-three Granges.

Peoria is principally inhabited by Johnsons.

Great numbers of printers are idle in Germany. New Orleans can beat her.

Prince Napoleon proposes to reside permanently in Paris.

Lora Haines is the name of a new woman preacher in Boston.

Prof. Proctor is said to be a devout member of the Catholic Church.

A Missouri decision is that more than three boys constitute "a heap."

Pittsburg snow looks like foundry sand about three minutes after it falls.

About two per cent. of the citizens of Berlin attend church on Sunday.

The Indians have invented a new process of scalping, and not even a bald-headed man is safe.

The absence of the usual daily defalcation report from Brooklyn is sadly missed in New York.

Pansies are in bloom in Georgia, and the air is also redolent with the breath of young leeks.

Thought, not time, is the measure of life; which is why some people take such small measure.

Keokuk, Ia., has a "movement" of her own, and has organized a "Hunt-up-Husband Society."

Will S. Hayes, the musical composer and editor, is now a journeyman job printer in Louisville, Ky.

Tolif Gleson, who claims to have been the first white settler in Olmsted county, Minnesota, is still living.

Richard Yates' ghost must be uneasy. They are begining to read "reminiscences" of him before the literary societies.

The prohibitory law is severely enforced in Maine. It has been in operation for years, but there is still work for the sheriffs.

Investigation has developed the fact that two of the most pitiable looking organ-grinders in Cleveland, Ohio, are frauds.

Archibishop Alemany, of San Francisco, reminds Roman Catholics that they ought not join the Patrons of Husbandry.

The privilege of peerage recently saved the Earl of Winchelsea from being sent to prison for debt at the suit of a London firm.

Fortunately, the temperace sirens of Ohio have enlisted the good Deacon Smith in their holy cause. He sings like an angel.

A Rhode Island court has thirty-eight petitions for divorce before it. There is a fine enamel on Rhode Island society, but it occasionally cracks.

Castelar is described as a man of middle height, thick set, bald-headed. He goes a great deal into society, and his manners are affable in the extreme.

Governor John A. Dix has been appointed honorary Chancellor of Union University, at Schenectaday, and will deliver the next commencement address.

An Atlanta paper says: "We are dreadfully drove with job work just now, but we'd cheerfully lock up the office and lose a whole day to attend Jeff. Davis' funeral."

THE NEW ORLEANS FIRE ALARM TELEGRAPH.

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Boxes designated by * are automatic.

5 Corner Harmony and Levee streets
6 Corner Washington and Chippewa streets
7 Ninth Street Market
8 Corner Carondelet and Eight streets
9 " Prytania and Ninth streets
12 " Magnolia and Washington streets
*13 " Sixth and St. Denis streets
*14 Engine House of Fire Co. No. 22
15 Engine House of Fire Co. No. 23
16 Lafayette H. & L. Fire Co. No. 1
17 Corner Live Oak and First street
18 " Magazine and St. Andrew sts
19 " Rousseau and St. Mary streets
21 " St. Charles and First streets
23 " Dryades and St. Andrew streets
*24 " Keller Narket
25 Corner Jackson and Coliseum street
26 " Jackson and Liberty streets
27 " Second and Dryades streets
29 " Market street and Levee
31 " Henderson street and Levee
32 Engine House of Fire Co. No. 12
34 Engine House of Fire Co. No. 1
35 Corner Market and Chippewa streets
36 Second Precinct Police Station
37 Corner Race and Magazine street
38 " Melpomine and Camp streets
41 Horse Station, St. Charles street
42 Engine House, Fire Co. No. 20, Thailia street
43 Corner Franklin and Terpsichore streets
47 " Gainnie and New Levee streets
*48 Engine House, Fire Co. No. 6, St. Joseph st.
51 Corner Constance and Erato streets
52 " Camp and St. Joseph streets
53 Engine House, Fire Company No. 18 Calliope street
54 Corner New Basin and Triton Walk
56 " Howard and Clio streets
57 " Magnolia and Erato streets
61 " Erato and Franklin streets
65 " Julia and Levee streets
*71 Foot of Julia stret
72 Corner Canal and Levee streets
73 " Magazine and Girod streets
*74 " Natchez and Tchoupatoulas streets
*81 " Canal and Camp streets
82 Engine House, No. 5 and City Hall
83 Engine House, Fire Company No. 13
84 Corner Carondelet and Common streets
121 Corner Rampart and Canal streets
*123 " Rampart and Poydras streets
*124 Engine House, Fire Co. No. 14, Common street
*125 Workhouse, Girod street
*126 Corner Common and Rocheblave streets
*127 Corner Claiborne and Poydras streets
141 Corner Bienville and Old Levee streets
142 Corner St. Louis and Royal streets
143 Engine House, Fire Co. No. 7, Dauphine street
145 Corner Burgundy and Toulouse streets
146 Pelican H. & L. Fire Co. No. 4, Basin street
151 Canal and Robertson, Wood's Press
*152 Corner Bienville and Johnson strs
*133 " Derbigny and Conti streets
*14 " Old Levee and St. Philip streets
215 Police Station, Jackson Square
216 Corner Hospital and Dauphine streets
*217 Engine House, Fire Co. No. 10, Dumaine street
231 Corner Treme and Esplanade sts
232 " Rampart and Barracks sts
234 Treme Market and Parish Prison
235 Engine House, Fire Co. No. 21, Claiborne street
236 Corner Bayou Road and Claiborne streets
*241 Engine House, Fire Co. No. 3, Bayou Road
*242 Corner St. Anne and Miro streets
243 Stern's Factory, Frenchman and Broad streets
252 House H. & L. Fire Co. No. 3
253 Engine House, Fire Co No. 9, Esplanade street
254 Eugine House, Fire Co. No. 8, Victory street
312 Police Station, Elysian Fields st
313 Cor. Bagatelle and Esplanade sts
314 " Goodchildren and St. Antoine
315 " " and Elysian Fields
316 " Claiborne and St, Bernard sts
412 " Laharpe and White sts., R. R. Depot
413 " Love and Spain streets
*414 " Poet and Urquhart streets
415 " Mandeville and Claiborne sts
*513 Cotton Press and Levee
514 Washington Market
*515 Corner Clouet and Rampart streets
612 Engine House No. 24 Greatmen st. near Port
*613 Corner Dauphine and Independence streets
*614 Poland street Car Station
*615 United States Barracks
*616 Corner Raynes & Dauphine streets

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On and after March 25, 1872,
PULLMAN PALACE SLEEPING CARS will leave the depot, foot of Canal street, daily, at 5 P. M., running through via Mobile and Ohio Railroad, to Meridian, Miss., making close connection for Selma and Eastern points. For further information and through tickets, apply at ticket office N. O. & T. R. R., corner Camp and Common streets New Orleans. JNO. A. PUNCH, Gen. Pass. Agent, M. & O. R. R.

NEW ORLEANS, MOBILE & TEXAS RAILROAD.

CHANGE OF SCHEDULE.

On and after MONDAY, April 1, 1872, Passenger Trains will leave and arrive as follows:

7:30 A. M. EXPRESS AND MAIL, Daily, for Mobile and regular intermediate Stations; arrives at Mobile at 2:00 P. M.

4:00 A. M. COAST ACCOMMODATION, Daily except Sundays, for Ocean Springs and intermediate regular and flag Stations; arrives at Ocean Springs at 8:10 P. M.

5:20 P. M. FAST EXPRESS, Daily, for Mobile—will stop only at Rigolets, Bay St. Louis, Pass Christian, Mississippi City, Biloxi. Ocean Springs East Pascagoula and St. Elmo; and arrive at Mobile at 11:30 P. M.

A fast Express Train will leave Mobile daily at 1:00 A. M., stopping only at stations named for Fast Express from New Orleans; and arrive at New Orleans at 7:15 A. M.

The Coast Accommodation Train, returning daily, except Sundays, will leave Ocean Springs at 5:40 A. M., and arrive at New Orleans at 10:00 A. M.

The Express and Mail Train, Daily, will leave Mobile at 11:30 A. M., arriving at New Orleans at 6:10 P. M.

☞ Tickets sold at offices corner Magazine and Natchez and corner of Camp and Common streets. Mileage Tickets—good for families and firms—500 miles for $20, and 1000 miles for $30—are sold at the Ticket office.

☞ Through Freight Trains run daily, except Sundays, morning and evening, to and from Mobile. Freight received at foot of Girod street, and through bills of lading signed.

G. W. R. BAYLEY, General Superintendent.
CHAS. L. FITCH, General Freight and Passenger Agent.
C. A. WHITNEY & CO., General Agents.

NEW ORLEANS, JACKSON AND GREAT NORTHREN RAILROAD,

From Depot, foot of Calliope street, on and after SUNDAY, November 1, 1872.
Trains will Leave and Arrive as follows:

Express Passenger Train leaves daily, Sundays excepted at 7 o'clock a. m.

Night Mail leaves daily at 5:30.

Night Express arrives 12 midnight.

Mail and Passenger arrive daily, Sunda excepted at 12 noon.

NIGHT EXPRESS will stop at all regula stations South of Magnolia, and at Flag stations Saturday nights and Monday mornings.

PULLMAN PALACE CARS attached to all Trains, through to Louisville without change, and but one change to New York, and all principal cities North, East and West.

Tickets for sale at 22 Camp street, corner Common street, under City Hotel. and at Depot N. O. J. and G. N. R. R.

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☞ Freight received and tickets sold at Station of Mobile Division.

G. W. R. BAYLEY, General Superintendent.
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